SECRET

GXC - 3330
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[redacted] : Director, National Photographic Interpretation Center

SUBJECT : Minneapolis-Honeywell Flight Recorder System

1. The inertial navigation system used in the GXCART aircraft was designed and fabricated primarily for navigation purposes. This system is a new concept in reconnaissance navigation. For example, the U-2 aircraft had an autopilot but navigation was done by traditional pilotage techniques.

2. When contracts were let for the inertial navigation system, the by-product of the INS was not considered for use in exploitation of GXCART photography. Since this time, requirements for precision and accuracy of data, coupled with the increased new capabilities in data processing by NPIC, generate a requirement for a system which can provide the following data: orientation, position, time, velocities, etc. A flight recorder system installed in the GXCART aircraft could provide these data on magnetic tape and can be provided for each frame of photography.

3. The flight recorder system for this new requirement was not funded for in current DPD budgets. It is understood that sufficient money might be made available from the NPIC budget to fund these flight recorders and associated equipment. It is, therefore, recommended that NPIC negotiate a transfer of funds to DPD so that contracting with Minneapolis-Honeywell can proceed. It is estimated that the cost of this program would be about [redacted] Your immediate consideration of this request for transfer of funds is requested to preclude scheduling delays. 25X1A

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[redacted]
Colonel USAF
Acting Chief, DPD

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DPD/DB [redacted] 1
(10 April 1962)
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